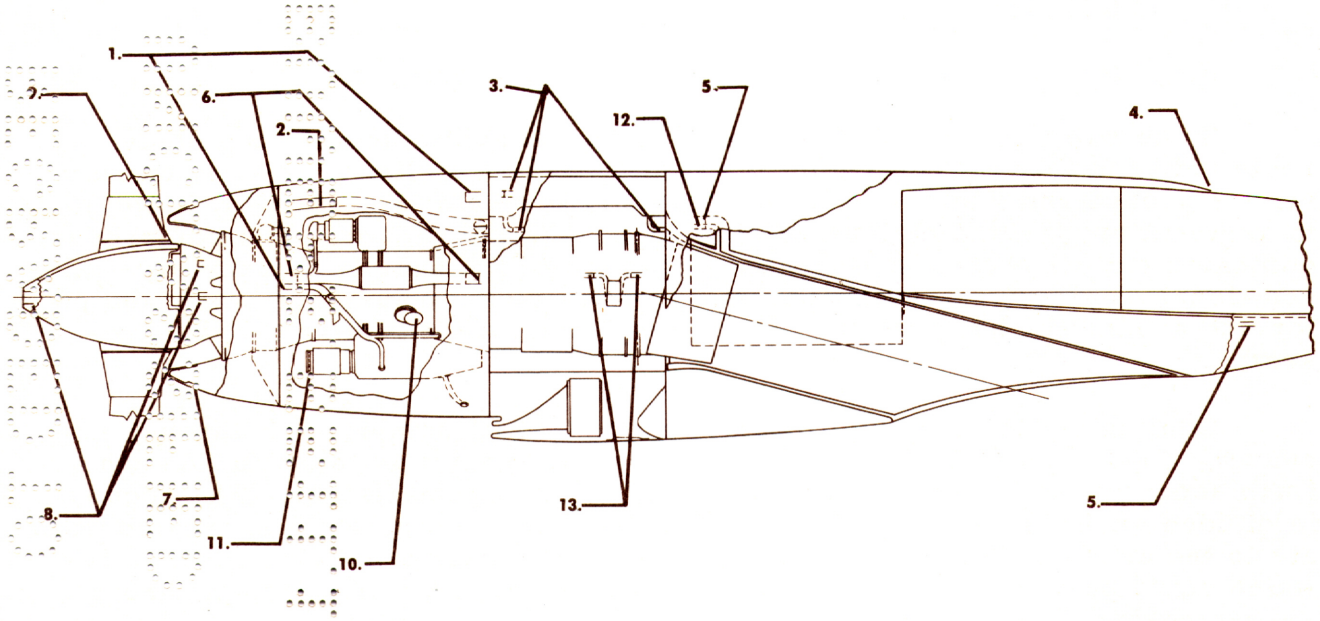
Since fuel is carried in the wing over the tailpipe, strict attention to problems of ventilation, leakage, and temperature control is required to assure an adequate level of safety. The fuel tank structure is separated from the engine exhaust by essentially three firewalls and two layers of cooling air. A drip pan located below the wing structure is completely sealed from the exhaust tunnel and is drained overboard. Air from a scoop aft of the fire-wall passes between the drip pan and the tunnel and is discharged near the aft. end of the nacelle. Additional air passes through the annular area between the exhaust tunnel and the removable liner. The drip pan, tunnel, and liner are all of fireproof material for adequate fire protection.



ITEM	NO. INLETS	NO. OUTLETS
1. COMPRESSOR COMPARTMENT, COMPRESSOR CASE SHROUD, & ACCESSORY COWL COOLING AIR	1	2
2. BURNER SECTION, TURBINE SECTION & TAIL PIPE COOLING AIR	1	
3. PIPING TUNNEL VENTILATING AIR	1	2
4. LEADING EDGE VENTILATING AIR		1
5. AFT NACELLE COOLING AIR	1	1
6. ALTERNATOR & BLEED AIR HEAT EXCHANGER COOLING AIR	1	1
7. LIP ANTI-ICING AIR DISCHARGE		4
8. PROPELLER OIL COOLING AIR	1	2
9. SPINNER ANTI-ICING AIR DISCHARGE		4
10. BALANCE BLEED DISCHARGE		2
11. STARTER AIR DISCHARGE (INTO COMPT.)		
12. TAIL PIPE SHROUD COOLING AIR	1	
13. REAR ENGINE MOUNT COOLING AIR	2	2

SCHEMATIC — NACELLE VENT & COOLING